

# THE ARIZONA REPUBLICAN

AN INDEPENDENT PROGRESSIVE JOURNAL

THIRTIETH YEAR

Section Two

PHOENIX, ARIZONA, SUNDAY MORNING, JUNE 1, 1919

Section Two

VOL. XXX, NO. 56

## HAY MEN MOVE TO LOWER ALFALFA FREIGHT RATES

Valley Growers at Meeting Insist Present Rate Of \$18 To Kansas City Prohibitive; Ask For \$11.50.

Lower freight rates on hay that will enable the hay growers of the Salt River valley to receive a reasonable price for their product was the principal subject at meeting of hay growers at the Water Users building yesterday afternoon.

That the present freight rate on hay from Phoenix to Kansas City, which is \$18, is a prohibitive one, was admitted at the meeting and it was agreed that some relief was imperative. The present rate is the result of a 25 per cent increase by the government since it took over the railroads of the country. It was reminded.

More than 50 hay growers of the valley and a few others interested were at the meeting which was presided over by F. C. Green. The situation was generally discussed and a committee was appointed to confer with the state corporation commission in an endeavor to secure a freight rate on hay of \$11.50 per ton to Kansas City. This committee is composed of T. C. Jordan, T. C. McKeen, D. H. Clarke, Ed. Galusha and Roland Johnson.

Present Rate Prohibitive  
A. A. Betts, chairman of the corporation commission, was present at the meeting and addressed the hay growers. Mr. Betts outlined the situation and promised his hearty support in any attempt to secure more equitable freight rates on hay from Phoenix to Kansas City and other points.

That with the present freight rate of \$18.00 per ton to Kansas City, the dealers could not afford to pay the grower more than \$11 per ton for No. 1 alfalfa, was stated at the meeting. Out of this \$11 the grower must pay \$2.50 per ton for hauling, from \$1.50 to \$2 per ton for hauling (depending upon the distance from town), the labor charges and the other expenses, leaving no profit whatever for the grower.

The plan of compressing hay to make a saving on freight rates was freely discussed yesterday. By compressing it would become possible to make three bales of hay fill the space in a freight car occupied by one ordinary bale. Whether compressing would be advisable and whether it would affect the marketing of the hay was discussed and a committee was appointed to investigate the matter. The members are as follows: E. S. Lacey, J. W. Etter, J. R. Norton, A. Krell and E. C. Bewick.

To Investigate Compressing  
That compressing hay did not affect its feeding qualities was the statement made at the meeting by experts. However, the best is crushed and tight manners are required for storing. All committees appointed yesterday are to report their findings at a meeting to be held at the chamber of com-

merce Monday, June 2, at 10 o'clock a. m.  
Another matter discussed by the hay growers yesterday was the threatened water-logging of lands in Maricopa county and the plans for overcoming it. Although no resolution was adopted, a request was made that the governor have the matter investigated and take such action as will relieve the present situation.

T. C. McKeen, a member of the board of governors of the Water Users' association, was appointed to take up this matter with Secretary Lane at Washington, where he will be within the next two weeks. Mr. McKeen also will confer with the hay growers' association at Kansas City in an effort to secure their co-operation in getting lower freight rates on hay from Phoenix to Kansas City.

## VALUABLE TRAILER BOOK IS RECEIVED

A well illustrated and practically compiled treatise on the use of trailers has just been received by C. Winfield Hartranft, distributor of Utility trailers for the old Los Angeles "Trailer" company. This booklet outlines the history of the trailer's development from its infancy. Some of the main points of discussion in this publication are: "The Evolution of Pulling Power," "Lifting vs. Pulling," "Economy in Truck Sizes," "Cutting Delivery Costs," "The construction of Utility trailer which gives them strength, stability and endurance," "Patented Steering Device Maintains Perfect Control at Every Speed," and other subjects too numerous to mention. Trailered transportation has revolutionized hauling, reduced the initial investment, minimized operating costs and upkeep and economized in delivery time, at one stroke. Indeed, the keen-sighted truck purchaser nowadays is most vitally concerned in the ability of the truck to pull a trailer, and the truck manufacturers are now constructing their products with a view of their use in connection with trailers. The manufacture of motor trucks has reached a stage where there is little chance for improvement and it is realized that in order to increase a truck's efficiency and reduce operating expenses, trailers must be used.

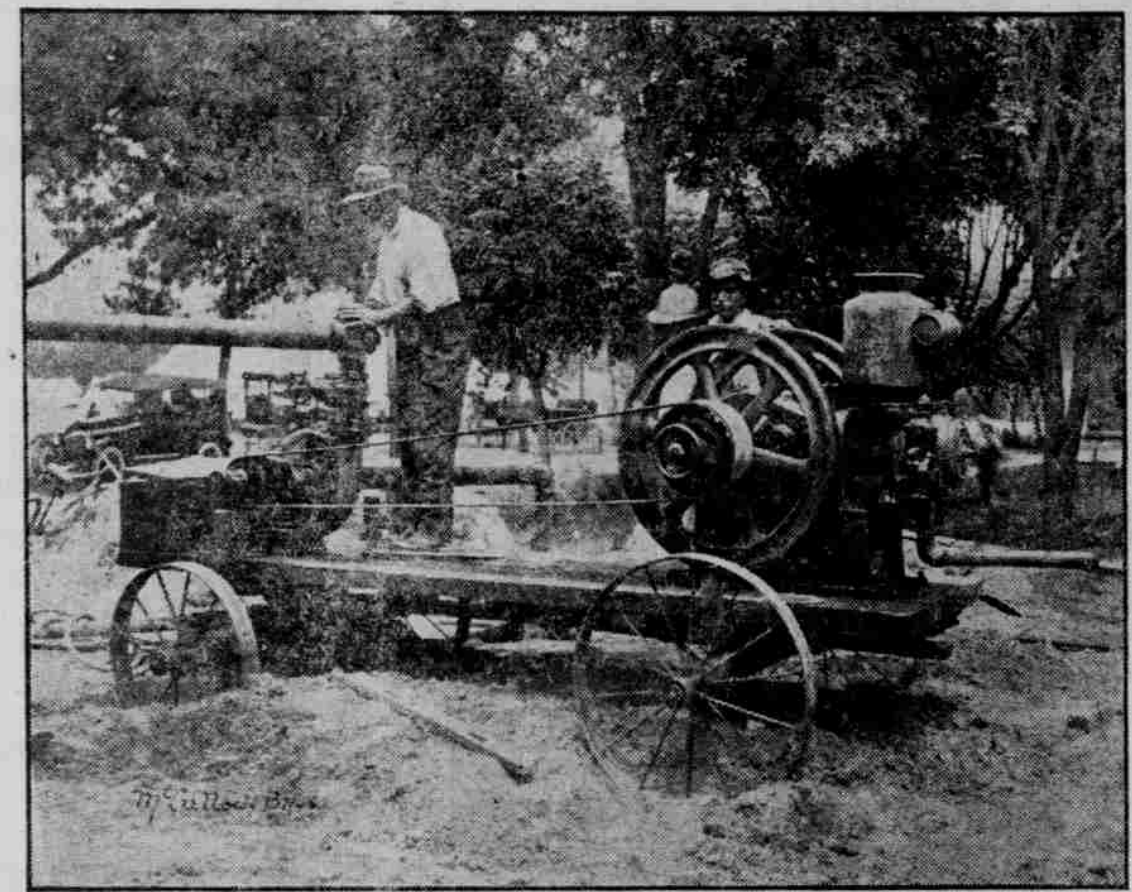
From many practical road tests made by transportation authorities it has been proven that the majority of motor trucks develop enough horsepower to handle a loaded trailer. At least equal capacity in addition to their own load. This booklet also includes a diagram showing the actual draw-bar pull in pounds required to pull a ton load on a Utility trailer over different kinds of roads and on various grades.

Mr. Hartranft says he has a limited supply of these booklets and he will be glad to place them where they are desired.

### IMPLIED SELF PRAISE

(Edinburgh Scotsman)  
Modest young lieutenant, (reporting to C. O. after a thrilling raid in No. 10's Landing)—Captain, I wish to report Private Hick's conduct in the highest terms of praise. He is the bravest man in the world. He followed me every place I went.

## Pumping Overflow Water From Drainage Cesspools In Phoenix With An Olds Portable Engine Outfit



This Olds Portable engine outfit was purchased by H. Holden from the Pratt-Gilbert Company, and consists of an eight horsepower Olds engine mounted upon a Studebaker Truck and a four-inch Union pump with a capacity of from fifty to one thousand gallons per minute, the flow being regulated by the amount of water found in the pool and by a valve on the pump.

### LAURENCE WASHINGTON'S TOMB

(Landmark London)

A correspondent in a recent issue of the Morning Post, writing in connection with the Washington Birthday celebrations, draws attention to the fact that the great President's ancestor, Laurence Washington, who died in 1613, at Maidstone, Kent, is buried in the grand old Church of All Saints, where there is a mural tablet recently restored, with the arms surmounted by the Stars and Stripes with the following quaint inscription:

Here resteth the body of Laurence Washington, Esq., of the family of the Washingtons, gentile of Washington, in the County of Palmyra of Durham; Register of the High Court of Chancery xxvii years. He had two wives, Martha, daughter of Clement Newce, of Hartfordshire, Esq.; and Mary, daughter of Sir Raynold Scott, of the County of Knight. He having lived a virtuous life of singular integrity in this place, being of the age of lxxvii years, died the xxi of December, A. D. 1613. A faithful believer in the merits and mercies of his Saviour. To whose memory his Sonne hath erected this monument. Though after my skinne worms

destroy this body, yet I shall see God in my flesh.

### MET ROOSEVELT IN THE MUD

(George MacAdam in World's Work)

On November 24, 1903, William Lusk Jr., secretary to President Roosevelt, wrote the secretary of war: "The president would like to know when Captain Pershing is coming to Washington." (Pershing had just returned from the Moro campaign.) The answer was returned: "Captain Pershing is now in Washington and has an office in the War Department."

The captain was invited to take lunch at the White House. "Captain Pershing," said the president, when the party was seated at table, "did I meet you in the Santiago campaign?"

"Yes, Mr. President, just once."

"When was that? What did I say?"

"Since there are ladies here, I can't repeat just what you said, Mr. President."

There was a general laugh in which Roosevelt joined.

"Tell me the circumstances then."

"Why, I had gone back with a mule team to Siboney, to get supplies for the men. The night was pitch black and it was raining torren-

was a streak of mud. On the way back to the front I heard a noise and confusion ahead. I knew it was a mired mule team. An officer in the uniform of a Rough Rider was trying to get the mules out of the mud, and his remarks, as I said a moment ago, should not be quoted before ladies. I suggested that the best thing to do was to take my mules and pull your wagon out, and then get your mules out. This was done and we saluted and parted."

"Well," said Roosevelt, "if there ever was a time when a man would be justified in using bad language, it would be in the middle of a rainy night, with his mules down in the mud and his wagon loaded with things soldiers at the front needed."

### UNNECESSARY PRECAUTION

The bottom step was broken off a street car. The conductor was polite, and as a fashionably-dressed young lady started to board the car he called out, "Watch your step, ma'am!"

"It won't be necessary," returned the pretty miss, as she elevated one knee almost to her dainty chin in an effort to place her foot on the top step. "I'm sure these gentlemen behind will do that for me!"

## EXHIBITS WINNER OF THE FIRST 500 MILE AUTOMOBILE CLASSIC

A. E. Wagner, manager of the Nor-dyke and Marmon Indianapolis branch, was the proud possessor of one of the most unique window displays in Indianapolis during the week of the 500-mile race. After much maneuvering and work, he was able to obtain from the Nor-dyke and Marmon factory, the original Wasp, that won the first 500-mile race in 1913.

There never was a harder race than this first 500-mile race, and the Marmon Wasp with Ray Harroun at the wheel, won the big event and prize, the largest prize which up to that time had been given for a motor car contest.

Although Marmon cars painted in the original yellow which soon won the name of "yellow jackets" and "wasp," won more than a score of the great trophies of the early racing days, the company withdrew from the speed contests shortly after the winning of the 500-mile race. The Marmon racing cars had a very meteoric beginning, developed into a winning stride in 1909 and leading practically the field in 1910 and early part of 1911. They were the great speed factors of the day, and won great applause because of the non-stop, endurance records which they set up so frequently in the days of stock car racing when the Marmon 22, the predecessor of the 24, was the standard Marmon car.

That the entire life of the motor is dependent upon the care given the car when it is new, is the opinion of the Ferguson-Keeler company which has submitted the following information that will be of value to the motorist, contemplating the purchase of a new car. The bearings are stiff at the first and the motor is tight and unbroken which, therefore, requires proper care for the first 2000 miles of the car's life.

"Regardless of all advice to the contrary," claims Billy Ferguson, "the oil in the crankcase of a new car should be drained and the case washed out with kerosene after the car has been driven from 500 to 1000 miles."

"Under no circumstances should the car be driven faster than 15 miles per hour during the first 500 miles of the car's travels. The speed should not exceed 25 miles until after the speedometer has registered at least 1000 in 1900 miles.

"What is the best method of stopping my car quickly on a slippery pavement with the least possible skid?" we are often asked.

The answer is: Apply the foot brake steadily but do not depress the clutch pedal until after the car is almost at a standstill, then throw out the clutch to prevent stalling the engine. This hand throttle should, of course, be at the top of the quadrant—or closed, in other words.

Stopping in this way is an advantage at all times, because it reduces tire wear and less pressure on the brake is required to accomplish the same result.

In hilly country where it is necessary to coast down long hills, many drivers shut off the ignition switch on the instrument board, close the throttle, and leave the gear in "high" as usual. This permits the car to turn the engine over and produces a very noticeable retarding effect which relieves the necessity of using the brakes to an extent that produces rapid wear. Drivers using this plan often find when the ignition is switched on at the bottom of the hill a loud explosion occurs. This can be avoided entirely as follows:

When approaching the base of the hill throw out the clutch; the engine will stop immediately. Then switch off the ignition and let the clutch pedal back slowly. The engine will immediately start to fire and expel burnt gas out of the exhaust pipe, pushing out ahead of it the clean gas that was there—this eliminates the explosion.

The next stage will be to China and Japan, and finally the chief cities of the United States will be visited, beginning with San Francisco and ending with New York, and then home.

### 10,000 BREAD LOAVES AN HOUR

(Continental Edition of London Mail)

The largest bakeries in the world have been established by J. Lyons and Co., at Cunby Hall, Kensington, London, and employment is given several thousand workers. The whole of the baking installation is electrically driven, and is designed to reduce handling to a minimum. The whole process of bread making from the dough to the loaf takes forty-five minutes and the machines turn out ten thousand loaves an hour.

## LOCAL "OLDS" DEALER TELLS HOW TO BREAK IN A NEW MOTOR CAR

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The jury composed entirely of women had been brought back into the courtroom after ten hours' deliberation.

"And does the jury want instruction from me?" asked the judge solemnly.

"No, Your Honor. What we want is a pack of cards suitable for a game of bridge," replied the forewoman.

## TYRIAN TIRES

Many motorists in the Salt River Valley will be glad to know that after careful consideration and tests of many makes, we have accepted the Distributing Agency for that wonderful Red tire, the Tyrian. We believe this tire to be the best popular priced tire made and we stand squarely behind it with our personal guarantee. We have on hand a complete assortment of sizes, all fresh stock.

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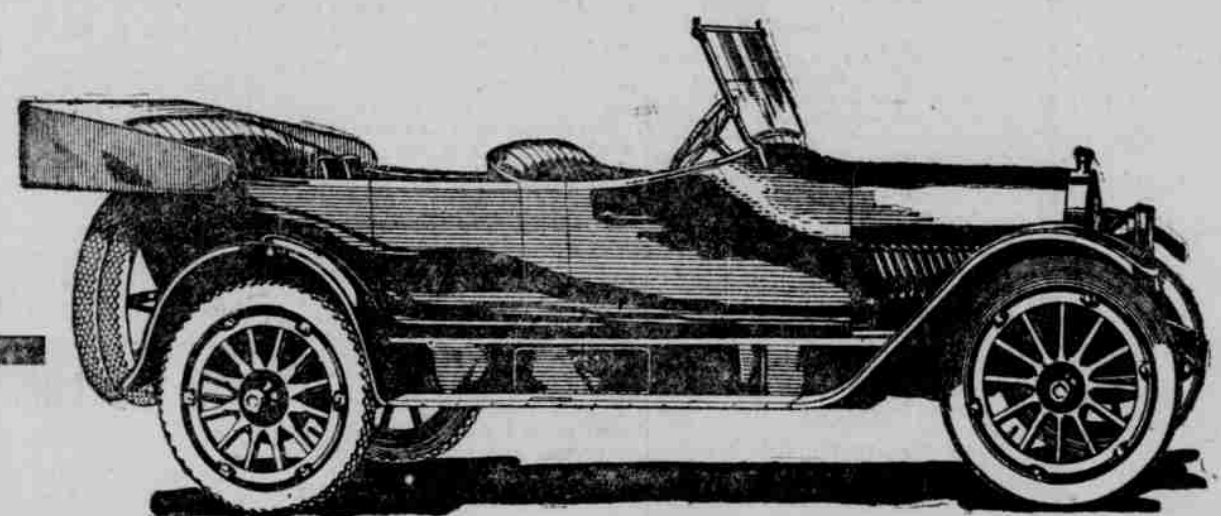
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## Two Decades of OLDSMOBILING

The man who took his first ride at the "tiller" of the Oldsmobile of Yesterday is very likely to be found behind the wheel of the Oldsmobile of Today. The reason why? In two decades of motor car manufacturing the Oldsmobile Company has never deviated from the path to its goal—the production of a really worthwhile car.

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